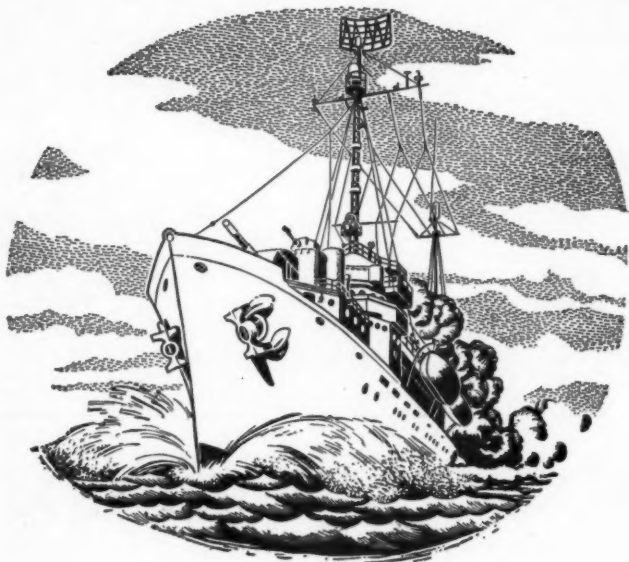


S.2 C6B1

GENERAL INFORMATION

# U. S. COAST GUARD



# BULLETIN



**SEPTEMBER 1952**

**VOLUME 8**

**CG 134**

**NUMBER 3**

**The Printing of This Publication Has Been  
Approved by the Director of the Bureau  
of the Budget, 23 September 1949**

**Distribution (SDL No. 50) :**

**A : a, aa, b, c, d, dd (5) ; e, f, i (3) ; remainder (1).**

**B : c (20) ; f, g (7) ; e, h, i, l (5) ; j (3) ; d, k (2) ; remainder (1).**

**C : a, d (3) ; remainder (1).**

**D : all (1).**

**List 118.**



U  
B

☆

T  
ran  
Ter  
of  
one  
a n  
C  
bul  
jus  
old  
Co  
Co  
I  
inc  
ma  
rep  
5  
Co  
Be  
I  
at

NE

# U.S. COAST GUARD BULLETIN...



Washington, D. C.—September 1952

## Buoy Depot Becomes CG Base *Terminal Island Project Costs \$1.5 Million*

The Coast Guard's \$1½ million long-range program to build a new base on Terminal Island at the south compound of its present buoy depot is now over one-third completed and has resulted in a name change for the depot.

Combined with a two-story barracks building and a boat basin which were just built at a cost of over \$400,000, the old buoy depot is now officially titled Coast Guard Base. It is commanded by Comdr. David H. Bartlett.

Plans for the development of the base's industrial division include new shop and maintenance buildings and warehouses to replace temporary structures.

The new barracks house over 100 Coast Guardsmen attached to the Long Beach Port Security Unit and the Base.

Plans for the structure were drawn at Headquarters and modified by the

11th District office to suit Southern California conditions. It has a white stucco exterior and the inside plastering is finished in pastel green shades.

The building contains a mess hall, sick-bay, recreation rooms, offices and sleeping quarters.

Adjacent to the barracks is the steel-bulkheaded boat basin which was blasted from solid rock and has docking facilities for fourteen 40-foot patrol craft. Special mooring gear for an 83-foot patrol boat will be installed at the basin.

A reinforced concrete wharf, completed last year, is scheduled to be extended several hundred feet south, allowing space for all the Coast Guard's local cutters to dock.

Work was begun on the barracks and boat basin in the spring of 1951.



**NEW BOAT BASIN AND BARRACKS** building on Terminal Island. The entire project is expected to cost \$1½ million. Construction of the barracks and boat basin was in excess of \$400,000.

### Birthday Greetings

Among the numerous letters received at Headquarters recalling the 162d anniversary of the Coast Guard, August 4, were the following from:

*Gen. Lemuel C. Shepherd, Jr., Commandant of the Marine Corps*

On the happy occasion of the 162d anniversary of the founding of the United States Coast Guard, I am pleased to extend to you and your officers and men the hearty congratulations and best wishes of all ranks of the United States Marine Corps.

Marines everywhere are proud to acknowledge the important role the Coast Guardsmen have played in helping to maintain the security of our Nation in peace and in war since 1790. May all the future accomplishments of your splendid organization further enhance that outstanding record.

*Leonard A. Scheele, Surgeon General, Public Health Service*

Another year has rolled by and again it is time to stop and consider the close working relationship between our two services. It is indeed with great pleasure that the Public Health Service extends to the United States Coast Guard congratulations on the 162d anniversary of their founding.

With the changing trend in science and military tactics, our Services will be drawn closer together in the future, and I know we will have the same spirit of cooperation and profitable relation that we have shared in the past.

*Maj. Gen. George I. Back, Chief Signal Officer, U. S. Army*

On the occasion of the 162d anniversary of the Coast Guard on 4 August 1952, the men and women of the Signal Corps wish to extend heartiest congratulations to you and all those who serve under your command.

The record of the Coast Guard is a long and honorable one, a record of which our entire Nation may be proud.

I send our best wishes to you, in full confidence that in the years to come the Coast Guard's accomplishments will be even greater.

*From Lieut. Gen. Manton S. Eddy, Commander in Chief, U. S. Army, Europe*

It is a real pleasure to extend congratulations to the United States Coast Guard on its 162d Anniversary, 4 August 52.

In peace and in war the countless services of the Coast Guard in promoting maritime safety on the high seas and inland waterways are performed in an enviable manner. The esteem in which the Coast Guard is held by the American people, civilian and military, is proof of their recognition of the invaluable services rendered.

### CGC *Falgout* Ferrys Auxiliarists at Big Race

CGC *Falgout* ferried more than 100 members of the Coast Guard Auxiliary around Puget Sound during the 1952 Annual International Cruiser Race, held 12 July in the 13th Coast Guard District.

The Auxiliary furnished 174 official observers for the race, which covered 130 miles from Bainbridge Island in Puget Sound to Nanaimo across the Canadian border. The winner on a "predicted log" basis was a 130-foot converted YMS owned by an Auxiliarist. Auxiliary boats also won in four of five other classes. The race, sponsored by the International Power Boat Association, is supported by the Coast Guard and Coast Guard Auxiliary to promote safety at sea for yachtsmen.

The *Falgout*, under command of CDR G. L. Rollins, carried the Auxiliarists from Seattle to Port Madison and from Nanaimo back to Seattle. Auxiliary participation in the race owed much for its success to the cooperation and courtesy of the officers and men of the *Falgout*, according to the observers who made the trip.

## New Ambrose Lightship Is Launched



### New Lightship Launched On CG Anniversary

The country's newest lightship was launched at the Coast Guard Yard at Curtis Bay on Monday, August 4—the 162d anniversary of the Coast Guard.

The vessel was christened the *Ambrose* (officially the WAL-613) by her sponsor, Miss Cynthia Ross, of Bethesda, Maryland. Miss Ross's aide was Ensign John Todd Murphy, USCG, and her matron of honor was her mother. Miss Ross's father is Captain R. M. Ross, Chief of the Aids to Navigation Division at Headquarters.

The 613 is slated to take up station at the entrance to New York Harbor, relieving the WAL-533, which was built in



**CHRISTENING THE AMBROSE**—Miss Cynthia Ross, of Bethesda, Md., sponsor of the Nation's newest lightship, is the daughter of Capt. R. M. Ross, chief of the Aids to Navigation Section. She is shown here with her mother who served as her matron of honor.



1926 at Bath, Maine. Lightships (of which the Coast Guard has 36 in commission) are permanently moored at locations where it is impracticable to maintain stationary lights.

The new lightship is 128 feet long, displaces 540 tons, and has a 30-foot beam and a 10-foot draft. After reporting on station she will be equipped with a high-intensity light recently developed in England. She now has a submarine bell, fog signal apparatus, radiobeacon and radio—plus television for her crew, numbering around 30.

In addition to operating and caring for the vessel and its light and other equipment, the crew of the *Ambrose* will keep an eye on other aids to navigation in their vicinity, keeping abreast of any changes of channels or obstructions to navigation, and, when occasion arises, rendering aid to small craft, and persons, in distress nearby.

## Ideas Win 7 Awards For Service Personnel

Seven awards totalling \$565 have been given members of the Coast Guard and civilian employees for suggestions to improve efficiency and save money. In addition, two employees have received within-grade promotions for outstanding performance of duty.

The estimated first year savings made possible by the suggestions is \$16,536. In the fiscal year of 1952, a total of 164 suggestions have been submitted and 54 have been adopted so far, with estimated savings of \$54,497. The current awards include the following:

Edward R. Thomas, Shipfitter, 1st Class, U. S. C. G. Yard, \$50 for suggesting a more effective, economical and safer manner of operating the Horizontal Bending Rolls used for bending and otherwise forming curvatures in steel plates for ships and buoys.

W. F. Wilkenson, Light Attendant, 12th District, \$40 for suggesting the use of chemicals for controlling vegetation in the maintenance of aids to navigation,

now a big project of Testing and Development Division.

Fred J. Konepak, Chief Quartersman Shipfitter, Yard, \$50 for suggesting the use of fabricated steel counterweights for 2d and 3rd class can and nun buoys.

S. J. Bodilsen, Foreman Machinist, 12th District, \$50 for suggesting the modernization of acetylene lighted aids to navigation in the 12th District.

James J. Vokroy and Charles H. Niedent, Painters, Yard, \$75 for designing a Portable Sandblasting Machine for blasting on inaccessible areas of ships and boats, "K" gun foundations, ammo boxes, spare boxes, and other sandblasting jobs where moving heavy blasting equipment is a problem.

Andrew B. Clark, Machinist, Yard, \$100 for designing jigs for a more efficient and economical manner of installing firing cams and firing cam aprons on 20-mm. guns.

Samuel T. Lewis, Sr., Shipfitter, Yard, \$200 for suggesting the redesign and modification of pinch-type bending rolls used in the manufacture of buoys, materially increasing the rate of production.

The following employees were given a within-grade promotion for outstanding and sustained performance of duty.

James D. Larkin, Electronic Engineer, GS-11, First Coast Guard District, planned, supervised, installed, and tested complex electronic equipment on Coast Guard ships being outfitted for effective antisubmarine warfare.

Deane E. McMinn, Property and Supply Clerk, GS-4, 11th CG District, developed an advance plan of storage, resulting in the distribution of excess items to other depots where they were sorely needed.

While homeward bound last month after an 8,000 mile European cruise, the Academy cadets aboard the *Eagle* and *Campbell* had first-hand experience with a sea rescue when some of them manned a lifeboat to take a sick seaman from a Belgian tanker which had asked for help.





**WHAT ARE THEY?** This photograph of "unidentified aerial phenomena" was taken by a surprised Coast Guard photographer at the Salem, Mass., Air Station. Widespread public interest in "flying saucers" brought its release for Nation-wide publication.

## Coast Guard Cameraman Gets an Unusual Shot

The Coast Guard got into the flying saucer act during the recent dog-day epidemic of hallucinations and/or aerial phenomena. A photograph which was described officially as "unidentified aerial phenomena," was taken by a 21-year-old Coast Guard photographer, and released from Headquarters. It happened this way:

On July 16, at 9:35 a. m., Shell R. Alpert, Salem Air Station photographer, sighted several brilliant, white lights through the Air Station's photo lab window.

Alpert watched the lights, which "seemed to be wavering," for 5 or 6 seconds before attempting to photograph them. By the time he had focused his camera, however, the lights were "considerably dimmed down."

Alpert ran to the nearby sick bay where he summoned Thomas Flaherty, 26, Hospitalman First Class, and the two men returned immediately to the photo lab.

Noting that the lights again were shining brightly, Alpert snapped the picture. An instant later, there was a "momentary flash" and the lights disappeared.

The released photo clearly shows four round objects. Each appears to have two identical shafts of light extending across its center and protruding fore and aft. The lights are in a "V" formation. The photo was taken on a clear day with a reported 6-mile visibility.

Alpert said that in the two brief glimpses he had of the lights, he was unable to determine the size, number, altitude, speed, direction, or shape of the phenomena, and that he heard no sound.

According to Flaherty: "There appeared what I thought to be a quick flash. I actually could not say it was anything.

It could have been reflections from passing cars or from the ocean.

"It was an extremely hot day and I think that perhaps some sort of refraction of ground reflections could possibly have accounted for the lights, but in my estimation, this is an improbable explanation. The lens was quite dirty and so was the window screen. I cannot say in all honesty that I saw objects or aircraft, merely some manner of lights."

He added that he was not sure his 4/5 camera was loaded until he opened it in the dark room. It was set at infinity, one-fiftieth of a second at f4.7.

Spokesmen said that the Coast Guard had no opinion as to the cause or source of these "objects," and that Alpert's photo was released only because of the widespread public interest in these phenomena. The matter was referred to the Air Force for evaluation.

### **SOPUS Pennant Gives Way To New SUBDIVISION**

The Coast Guard SOPUS pennant, made obsolete by DNC 27, ACP 129, and ACP 175, may no longer be used by Coast Guard vessels.

The meaning of the pennant has been changed to SUBDIVISION. It differs in appearance from the Navy SOPUS pennant, and cannot be used as a substitute for SUBDIVISION.

SOPUS stock numbers will be removed from the Coast Guard Supplement to the Catalog of Navy Material and from the allowance lists of all vessels which now provide for this pennant.

### **CG Teragram Places Third In Bermuda-Halifax Race**

The 58-foot schooner yacht *Teragram* (CG-58) has returned to the Academy after competing in two recent civilian-sponsored races.

In the Newport to Bermuda race, the *Teragram* departed Newport on 21 June with 57 other entrants, arriving in Bermuda on the forenoon of 26 June, finishing 50th.

The second race, from Bermuda to Hal-

ifax, began on 1 July. The *Teragram* was the third of four competitors to finish.

Although the *Teragram* was built in 1929 and is outclassed by modern ocean racers, veteran boatmen believe that she could be a winner in future races.

### **First Organized Reservists Attend New Academy Class**

The first two organized reservists ever to be assigned as cadets reported to the Academy recently to begin their first class year.

Michael Julio McFeeley, 18, of Miami, and Robert M. Hailey, 20, of Buffalo, passed last February's entrance examination while members of Reserve units in their respective districts.

McFeeley, born in Argentina, is a naturalized citizen. He was graduated from La Salle High School, Niagara Falls, N. Y., in 1949 and attended the New York State University of Applied Arts and Sciences before entering the Reserve on June 5, 1951. He was employed as a chemical operator until his Academy assignment.

### **Second Edition Stewardsman Course Ready for Issue**

The Second Edition of the Stewardsman Course, latest to be effected by the Institute's revision program, is now available. It is based on the requirements for advancement in rating contained in Chapter Six of the Personnel Manual.

The mandatory prerequisite for this course is the Military Requirements Course (Nonrated area).

The course includes: Stewardsman's relation to ship's organization, personal hygiene and stateroom duties, officer's uniforms and wardroom duties, and food fundamentals and pantry duties.

The Institute has discontinued issuing the present Stewardsman Course. Applications for enrollment in the newly revised course will be accepted immediately. All stewardsmen are urged to complete this course since it offers excellent augmentation to the professional knowledge necessary for advancement.



**CAPT. S. J. LOWERY, COTP**, of Norfolk, gives blood to the Tidewater Blood center on York street, as other officers and men of his command await their turns. From the left are Nurse Lucy Mann, LTJG R. C. Taylor, LCDR A. H. Barnes, K. R. Parker, YN3, W. H. Edgerton, SN, and E. D. Thomas, SN, all USCG.

## Alameda Seahawks Win Baseball Titles

Roger Becker tossed a five-hitter for the Alameda Coast Guard Seahawks to dump the Alameda Naval Air Station Helcats, 6 to 4, as the Seahawks became baseball champs of both Twelfth Naval District and San Francisco Bay Area Armed Forces.

This was the second and deciding game in a best two-out-of-three-game series. The Coast Guard won the first game 12 to 2.

In the final game, Becker aided his own cause by banging out two hits in four times at bat, including a long double. He struck out seven Naval Airmen and walked three. Seahawk center fielder Ken Rose smashed three hits in five trips

to the plate, one of them a double. Coast Guard second baseman Reno DeBenedetti got two for four, including a double, and shortstop Bob Nard collected two for five, with a double and two runs batted in to his credit. Third-baseman Joe Kirrene bashed out the Coast Guard's fifth double of the day.

In regular league play this season, the Coast Guard and NAS finished one-two in the American League division of the Bay Area Armed Forces League. Top spots in the National League division of the Bay Area Armed Forces League were occupied by Two Rock Ranch Station (Army base at Petaluma) and Oakland Naval Supply Center. On July 22 and 24, the Coast Guard beat Naval Supply Center, 17 to 2 and 22 to 2, in a best 2-out-of-3-game series.

## New Northern Inspector Honored at Banquet

Eighty military and civilian friends of CAPT. Albert Mathias Martinson, 3d Coast Guard District Chief of Staff since 1948, gave him a surprise banquet August 13 in the Officers' Mess at Brooklyn Navy Yard. Captain Martinson has been designated Coast Guard Northern Inspector in the Second and Ninth Coast Guard Districts, which encompass 25 States bordering the Great Lakes and Mississippi Valley.



CAPT.  
A. M. MARTINSON

Captain Martinson is the son of Mr. and Mrs. Nels Martinson, Monterey Park, Calif. Born September 24, 1897, in Chicago, he was graduated from Douglas School and Wendell Phillips High School and attended Armour Institute of Technology for 2 years. He was graduated from the Coast Guard Academy in 1922.

Captain Martinson is a member of the Masonic Order, Congress Lodge, Washington, D. C., The Sojourners, and Heroes of '76. Captain and Mrs. Martinson, the former Lois M. Giffin, of Springfield, Mass., reside at Waterford, Conn. They have two children: Betty Louise, the wife of Coast Guard Lieutenant D. L. Davies, Jr., and Albert M. Martinson, Jr., 24, a student at Webb Institute.

## New Buoys Have No Manhole Openings

All aids to navigation buoys now being constructed will be completed without manhole openings.

A bolted and gasketed manhole cover is a potential source of leaks, especially when not installed.

This change has come about as the result of developments that have been made in buoy design. With the removal

of all connections from the interior of the buoy, there is no occasion to open the buoy once it is sealed.

Studies of this problem indicate that on the average most buoys are in service many years before an entry is required. If and when it does become necessary to open the buoy for examination and repairs, an opening can be burned in the buoy head and the section of plate removed can be welded back in place when the interior work is completed.

During the fabrication of the larger lighted buoys it is essential that certain work be performed on the interior of the body. On these buoys a temporary opening is provided and is welded closed when all internal work is finished.

Since buoys are more or less hermetically sealed, no paint or other preservative treatment is applied to the inner surfaces, since corrosion is self-limiting as long as the buoy remains sealed.

## USCG Olympians Praise European Competition

"We finished in twelfth place at Helsinki. I hate to tell anybody that except another cyclist."

Thus did James G. Lauf, SN from Jersey City Supply Depot, begin description of his recent experiences in Helsinki as a member of the American Olympic bicycle team.

"European cyclists won, as expected, right down the line," Lauf went on. "There's a reason for it. The average American does his travelling in a car, the European rides his bike. I'm not trying to make excuses, you understand—we gave it everything we had. It was like a good amateur golfer teeing off with Ben Hogan, that's all."

American bike team chances in the 1956 Olympics? Veteran rider Lauf, holder of the 1949 National U. S. Road Race Championship, viewed them little if any better, "unless we could give a team the same kind of training.

"Look," he said, "you've first got to

(turn to page 58)



Machinist Mate Fox and his garden

## Green Is the Thumb of a Machinist's Mate

Edwin H. Fox, MM1, Maintenance Department, is shown in the accompanying photograph sniffing some of the flowers he grew on the grounds of the Port Security Unit, Berkely, Norfolk, Va. The flower business started when Fox promised his CO that flowers would be growing on next inspection.

After installing two fuel tanks and putting in gravel and walkways, Fox was ready for LCDR W. M. Prentiss to inspect the grounds. With his usual good humor Mr. Prentiss said the job

looked good, but "One thing is wrong. You haven't any flowers."

Fox said, "Sir, on the next inspection you shall see a flower bed."

"What do you know about flowers?" asked the officer. "All you know is a monkey wrench."

Sure enough, on the next inspection, from a half-dozen pansies at 10 cents each, Fox had made good his promise. He now has more than twelve varieties of flowers, plus a couple of maple trees, popcorn, peppers, and tomato plants. His shipmates say that he must have a "green thumb," since he has lost only two or three plants out of the whole bunch.

(Continued from page 56)

have enough guys nuts about the sport, like me, to afford some real competition.

"Right now, there's not more than a handful in the country. Why, ten of us went to Helsinki—five civilians, one airman, two soldiers, a Navy man and myself—we'd all known each other for years!"

Lauf, a native of Hydes, Mo., who has ridden in nearly 200 races here and abroad, had one thin ray of hope. "Maybe I ought not to say even this," he said, "but the team agreed to work all we can on our own, and see what happens in fifty-six."

Similar respect for the competition was shared by the two other Coast Guardsmen who flew to Helsinki. They were Harry Bisbey, ET3, and Robert Hughes, SN, both from 11th Coast Guard District and El Segundo, California, and members of the water-polo team.

"We managed to place fourth," Bisbey said on their return to New York, "and you know why? El Segundo, that's why. The whole town is water-polo crazy. Nearly everybody on the Olympic team were guys Bob Hughes and I went to school with.

"But just the same," Bisbey continued, "we were up against those teams from southern Europe, where forty thousand people will turn out for a water-polo game. See how they finished? Hungary, Yugoslavia, then Italy, then us."

## Auxiliarist Receives A Rescue Commendation

A Coast Guard Auxiliarist has been "highly commended" for an assist to the Coast Guard in rescuing 19 crewmen of a blazing tanker at risk to himself and guests aboard his 40-foot cabin cruiser.

San Francisco Auxiliarist Henry Irving, an insurance man and member of 12CGD Auxiliary Flotilla 11, was cruising nearby in his boat, *Prowler II*, when the tanker *Kelly* burst into flames at a pier in Oleum, Calif., about noon 12 July 1952.

Closing to within 500 yards of the tanker, he fished 19 crewmen of the blazing ship from the water. Paint and varnish on his small boat blistered and peeled. Mr. Irving and his two guests were forced to the deck of the *Prowler's* cabin when tanks aboard the *Kelly* blew up, showering the water with burning oil.

With 22 persons aboard, including three of the tanker's crew who were injured, Mr. Irving withdrew to a nearby pier and discharged the men he had rescued. Then he returned to the scene to look for more survivors. The small boat suffered between \$900 and \$1,000 damage from heat and contamination of the interior by oil-soaked tankermen.

The Coast Guard commendation came in a letter from RADM R. T. McElligott, USCG, Commander, Western Area, and Commander 12th Coast Guard District.

## Coast Guard Marksmen Use White House Range

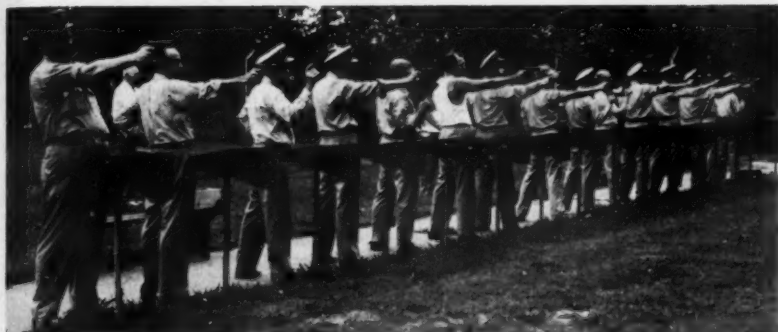
Four Coast Guard officers qualified as Pistol Experts at the White House Police Pistol Range in the National Arboretum, Washington, on Aug. 12. Five more received Sharpshooter honors and three were classified as Marksmen.

High score for the day was posted by Joseph A. Morgan, GM1, of the Baltimore Group, with 338 out of a possible 400. The other Expert pistolmen were LT G. R. Pearce, LCDR John E. Day, both of Headquarters, and T. M. Petersen, GMC, of the Baltimore Group. They scored 333, 328, and 303 respectively.

Sharpshooters and their scores were Aubin A. Galjour, GMC, of the Baltimore Group (292); and BOSN Byron A. Barr (290), LCDR Edwin C. Crosby (289), LT Paul R. Peak (289), and LT Paul L. Anderson (283), of Headquarters.

LT James T. Maher, CDR Harry F. Frazer, and LT Theodore L. Roberge, of Headquarters scored 271, 266, and 233 respectively to earn Marksman honors.





ON THE PISTOL RANGE of the White House police, Coast Guardsmen shoot for record.

## 7th District Auxiliary Director Dies in July

Frederick T. Youngs, Jr., Commodore of the Coast Guard Auxiliary in the 7th Coast Guard District for two terms, died at Miami Beach, Fla., on 24 July.

A lieutenant commander in the wartime Coast Guard Temporary Reserve, Mr. Youngs had been active in Coast Guard affairs for many years. He devoted most of that time to the Auxiliary. Mr. Youngs was a Councilman and Commissioner of Police of the town of Surfside, near Miami Beach. The office of Commodore has been filled by Vice Commodore N. J. M. MacLean.

## New Skipper Named For Cutter *Ingham*

CDR Walter B. Millington has relieved Capt. Spencer F. Hewins, as commanding officer of the Coast Guard Cutter *Ingham*. The *Ingham*, a 327-foot "Secretary" class cutter, is the largest Coast Guard vessel operating out of Norfolk. She is assigned to Ocean Station "Echo", approximately 675 miles east of Bermuda.

Captain Hewins will move to Galveston, Texas, to assume new duties as Captain of the Port and Group Commander.

Commander Millington is a 1932 graduate of the Coast Guard Academy. In the 5th District he served as chief of the personnel division and as commanding



LCDR EDWIN C. CROSBY, aviation, qualifies as sharpshooter with a score of 289.

officer of enlisted personnel. For service as commanding officer of LST Group 85 during the landings at Iwo-Jima and Okinawa, he was awarded the Bronze Star. He also wears the following awards: Philippine Liberation, Navy Occupation, American Defense with star, American Area, European Area, and Pacific Area with two stars.

Commander Millington is a native of Pittsfield, Mass. He and Mrs. Millington and their 10-year-old son, Walter Steven, live in Norfolk.

All Coast Guard units have continued an active participation in the iron and steel scrap drive which resulted in the recovery of 3,875 tons of vital materials. The sum of \$135,290 was realized from the sale of this scrap.



## U. S. Coast Guard Academy Football—1952

On the brink of its 1951 football success, the Academy team faces a rugged 7-game schedule in which tough Norwich serves as the opener on September 27th. A newcomer, Colby, is the second game on the schedule followed by Wesleyan. Wesleyan has a veteran team save for one of its defensive backers-up. Amherst, abetted by the addition of its undefeated 1951 frosh squad, is the fourth game. Worcester, Trinity, and R. P. I. round out the schedule.

Supplement desire on the part of the above opponents to have revenge, with our heavy loss particularly on defense by graduation or separation otherwise from the Academy of certain of our key personnel, and one clearly notes a hard job lies ahead. From the offensive unit, we shall miss the drive and leadership of 1951 Captain, Billy Black, our fullback; and the blocking punch of Olin Lively, our biggest man at left tackle, who also did our kickoff work for us. However, it is possible to move Bill Tillo into Lively's berth and either Guy Mizell or Billy Russell into Black's spot without too much impairment in operational efficiency. Graduation took a fine interior line when Steve Murphy, Bob Carlston, Johnny Steinbacher, and George Stickle left cadet ranks; and we suffered tremendously when Don Archer, our all New-England backer-up, decided to leave the Academy to enter the University of Washington; and Bruce Laing, our stellar left end on the same unit, made up his mind to enter the priesthood.

Therefore, from a defensive viewpoint, certain junior varsity personnel or newcomers from the incoming class will have to fill these vacancies. Chuck Hahn, veteran right end, and Dwight Ramsay, handicapped by injury last year are the most likely end prospects defensively. At the moment, Darrell Babcock and Dan Olson, up from the jayvee squad, appear to have the inside track on the defensive tackle positions. To strengthen the guard positions, Roger Madson and Chuck Stadlander have been moved from offensive berths. With Archer gone and an extra offensive end, Dick Lewis, available, and to assure us of an experienced competitor at that all-important backer-up position, Lewis will be tried there along with Curran, who played some at fullback with the jayvees. Guy Mizell and Billy Russell will share offensive and defensive duties at the fullback position with Mizell carrying the greater part of the defensive load but still to be used off and on for his prowess as a runner. Bobby Hollingsworth, the only other 4th class cadet to make the starting units last year, will again hold forth at safety. In recognition of certain of their past experience with football and for the fine defensive work done last year in basketball, Ross Day and Gene Hammerquist were called out for football and at the present writing will, along with Dick Nielsen, a converted guard, work at the defensive halfback positions. Vic Robillard at guard and Henry Suski at fullback are two others who loom as fairly good defensive potentials.

On offense, Dave Stryffeler and Mike Boggs have the edge on the end positions; Bill Tillo and George Seamen the tackle posts; and Joe Kelly and John Moseley the guard spots. At center, Ed Daniels, also our placekicker, will again hold forth, while Billy Reilly will again direct the team activities and do most of the passing.

The same two little but driving halfbacks, Captain Nat Spadafora and Rick Cueroni, will fill those berths and Bill Russell and Guy Mizell will alternate at fullback. Dick Lewis will be used some as an alternate end along with working at the center slot unless an especially fine 4th class candidate appears on the scene. Also, contingent on what material the 4th class offers, will be the return possibly of Roger Madson to an offensive guard position; Darrell Babcock to an offensive tackle slot; and Bill Russell to a defensive halfback where he played last year.

Coach Nitchman will again serve as Head Coach and work jointly with officer-in-charge Bob Waldron in coaching the ends as well as in handling the overall. Lieutenant Bill Hammer will work with the line and also serve with the defensive

unit which specialty he did in phenomenal style last season. Beryl Follet, back-field coach the past two years, will again handle the backs. It is contemplated to again have a junior varsity unit which will be handled by Lieutenant (Jg) Joe Dorsky if he can sacrifice the time from his math teaching job. At the moment, a former football player employed in New London is negotiating with his employer to be available in the late afternoon so he can volunteer his help with the jayvee unit.

Last year we had three days of double session prior to the opening of school for preliminary training. This year the schedule prevents our having initial practice until the day school opens academically, so we shall have but fourteen single sessions to ready ourselves for the Norwich opener.

It can be safely said that the success of the 1952 team will depend much on the caliber of our opposition, our freedom from injuries, and our ability to develop adequate replacements for key men no longer available.

#### Academy Football Schedule 1952

Norwich	September 27	New London, Conn.
Colby	October 4	Waterville, Maine
Wesleyan	October 11	New London, Conn.
Amherst	October 18	Amherst, Mass.
Worcester	October 25	Worcester, Mass.
Trinity	November 1	Hartford, Conn.
R. P. I.*	November 8	New London, Conn.

\*Rensselaer Polytechnic Institute.

### New Commanding Officer For the Bering Strait

CDR Bernard E. Scalan has been assigned commanding officer of the cutter *BERING STRAIT*.

The cutter operates out of Seattle and is currently performing on ocean station duty in the Pacific.



CDR. B. E. Scalan

She formerly was commanded by CDR J. E. Ritchie, who now is taking post-graduate studies at the Naval War College, Newport, R. I.

CDR Scalan previously had served in the 11th Coast Guard District where he was Chief, Aids-To-Navigation and Chief, Operations Division.

During the war CDR Scalan was attached to the Coast Guard-manned Navy Transport *Joseph T. Dickman* then engaged in amphibious operations. For meritorious action and service as Boat Group Commander in amphibious landing operations he received the Silver

Star, the Bronze Star, the Commendation Medal, and the Commander-In-Chief Atlantic Fleet Commendation.

A native of Edwardsville, Ill., the commander is married and the father of three children: Sally Anne 4, Bernard Jr. 3, and Rosemary 1. The Scalans live in Seattle.

### Yardarms on Two DEs To Be Raised Eight Feet

The yardarms of the *Lansing* (WDE-488) and the *Chambers* (WDE-491) will be raised approximately eight feet during the ships' reactivation process.

This increase in height is primarily to raise the radiobeacon antennas and thereby improve their efficiency. If evaluation of the changes to the *Lansing* and *Chambers* proves satisfactory, other vessels of the WDE class will be authorized to make the adjustment.

By Imperial Command, China organized the first life saving stations when five were established on the Min River in 1737.

## PBY Used To Pass Messenger Line to Vessel

In what is believed to have been the first operation of its kind, a Coast Guard PBY was used recently to pass a messenger line to a grounded vessel. All other attempts had been thwarted by heavy seas.

The fishing vessel *Wizard* had grounded between Narrow Cape and Panagshak Point on Kodiak Island, Alaska. Navy ATA *USS Mahopac*, in an attempt to free the helpless vessel, fouled her tow lines in her screw and grounded near the *Wizard*. The *Mahopac* was rocking dangerously in the pounding seas and had reported two injured men aboard.

Meanwhile, the *OGC Bittersweet* had arrived from Kodiak and several unsuccessful attempts to pass a messenger line had been made.

The Commanding Officer, Kodiak Coast Guard Air Detachment recommended that a PBY be used to pass a line to the *Mahopac* and remove the injured. The heaviness of the seas made this impossible.

At 1645 the *Bittersweet* sent the following dispatch to Comsartwo: "*Mahopac* approximately 200 yards off shore, hard aground. If line is secured this change of tide, vessel may be hauled clear at next high tide about 1814. This unit (the *Bittersweet*) fired eight projectiles without success."

Several attempts to float a raft shoreward failed, and 15 foot swells had begun to push the *Bittersweet* seaward.

Again it was suggested that a PBY be used to pass a line. The *Bittersweet* took up station 525 yards seaward of the *Mahopac* and a small boat from the cutter moved into position halfway between the two ships. PBY-5AG 48262, from Kodiak, approached from seaward at 300 feet altitude. When the plane was directly over the *Mahopac*, the messenger line was released. One end fell over the stranded ship and the other was retrieved by the small boat. An eight-inch hawser was then passed to the *Mahopac*. This

line parted, however, on the first towing attempt.

While the PBY was preparing to repeat the maneuver, a line was passed from the beach to the *Mahopac*. This time the hawser held and both stranded vessels were refloated.

No difficulty was reported by the PBY crew either in the dropping of the line or in controlling the plane.

## New Compensatory Leave Policy Is Announced

A new policy of compensatory absence for military and civilian personnel attached to isolated shore stations and lightships has been announced by the Commandant.

It is stated at the same time that such absence is not a right of any individual assigned to such a station but rather is it a privilege allowed for the purpose of keeping the morale at a high level and to interrupt the monotonous routine of life on isolated units.

Married persons living with their family at or near an isolated unit will not be entitled to the compensatory absence.

Policy in regard to this absence is as follows:

**Personnel Attached to Isolated Shore Station:** Not to exceed 6 days per month while actually serving at the station, or for every 24 days of service at the unit 6 days compensatory absence will accrue. Such absence may not be accumulated in excess of 12 days.

**Personnel Serving Aboard Lightships:** Not to exceed 8 days per month while actually serving aboard the ship and while she is on station, or for every 22 days actually served on board the lightship there will accrue 8 days compensatory absence. But such absence not to be accumulated in excess of 16 days.

**Personnel Attached to Isolated Shore Stations Beyond the Continental Limits:** At the rate of  $2\frac{1}{2}$  days per month on a cumulative basis where the station is so remote and inaccessible that short leave periods cannot be reasonably applied. Compensatory absence authorized not to be accumulated in excess of 60 days.



**A 46-YEAR-OLD FISHERMAN**, reportedly stricken with a heart attack, lies near death as Coast Guardsmen and ambulance officials prepare to load him aboard a Long Beach ambulance. Moments before, he was removed from the Coast Guard helicopter after he had been hauled aboard from a fishing vessel off the Southern California coast. The operation was one of the Coast Guard's fastest.

## Coast Guard Airmen On Mission of Mercy

Coast Guard airmen were too late to save a Southern California fisherman reportedly stricken with a heart attack recently, but they must have broken some speed records in the attempt.

Walter Washington, 46, of Pasadena, was aboard the 65-foot fishing boat *Sportfisher* off Catalina Island and, according to the boat's skipper, "about done for" when the Coast Guard was called.

Forty minutes after taking off from the San Diego air station, two flying boats and a helicopter were over the *Sportfisher*, nearly 100 miles northward. The helicopter, piloted by LT M. G. Shrode, hoisted the dying man aboard and raced for Long Beach.

Meanwhile, 11th District headquarters

arranged for a fire department ambulance to meet the helicopter at the city's municipal airport.

In less than 30 minutes after Washington had been taken aboard, the helicopter landed at Long Beach. The fisherman was dead on arrival at Seaside hospital.

## 6 Months' Duty Needed Before Mutual Transfer

In the interest of personnel stability, the Commandant has announced that enlisted Coast Guard personnel who want a mutual transfer must have served at least 6 months at their present duty station before they will be considered eligible.

Actually this transfer policy has been in operation unofficially for many years. The recent statement is to make the policy official.

## Three New Reserve Circulars of Importance

### *Concern Promotions, Retirements and Inactive Status*

How Reserve officers may qualify to be considered for promotion and how both officers and enlisted reservists may qualify for retirement under Public Law 810 are the subjects of two Reserve Circulars issued in the past month. A third circular explains the Inactive Status List.

Reserve Circular 5-52 establishes minimum training requirements for officer personnel to become eligible for consideration for promotion. It specifies that after 1 July 1952 an officer must have earned an average minimum of 50 retirement points in order to qualify. In general he must either be a member of an Organized Training Unit or must have earned at least 12 points by correspondence courses. Members of Volunteer Training Units are required to fulfill the correspondence course requirement unless granted a waiver by the District Commander because of their responsibilities in the VTU.

Non disability retirement of Coast Guard reservists under the provisions of Public Law 810 is the subject of Reserve Circular 6-52. It covers the conditions under which a reservist is eligible for retirement, the method of computing his retirement pay, instructions for filing application for retirement, and the effect of other retirement and benefit laws on a reservist's eligibility to draw retirement under Public Law 810.

Under Public Law 810 a reservist must be 60 years of age in order to retire without disability and must have completed 20 years of "satisfactory Federal service."

Since this service need not all have been in Coast Guard Reserve, the circular lists all the organizations in which a reservist may count his time toward his retirement total.

The circular also explains in detail what types of duty may be counted to-

ward the 50 points which constitute a year of satisfactory Federal service.

Reserve Circular 7-52 deals with the Inactive Status List. It outlines conditions which result in placing a reservist's name on this list, his procedures for obtaining restoration to active status, and various administrative procedures surrounding the placing of a name on the list or acting upon the case of a reservist on the list.

A member of the Coast Guard Reserve may be placed on the list for any of the following reasons:

- a. Inactivity.
- b. Physical disqualification.
- c. His own request.
- d. Receipt of two unsatisfactory fitness reports.
- e. Nonavailability for active service.

A reservist under 60 must be transferred to the inactive status list if he requests such transfer after he has met all other requirements for retirement under Public Law 810.

"Inactivity" is defined in the circular to include "lack of interest," and "lack of progress." "Lack of interest" includes failure of the Reservist to keep the Commandant informed of his address, failure to reply to correspondence, to submit required reports and forms promptly, failure to report for physical examinations, and other such indications of neglect. "Lack of progress" is defined as failure to earn 12 retirement points in addition to the 15 granted for membership in the Reserve.

The circular points out that being placed on the Inactive Status List is not to be considered derogatory but results from the need to maintain a trained and ready reserve organization. It also points out that being placed on the list does not relieve a Reservist of all obligations to the Coast Guard.



**FIRST COAST GUARD RESERVISTS** in the 5th District to train with a Naval Reserve "Weekend Warrior" squadron take time out beside the airplane they have flown. These men attached to Naval Air Reserve Squadron VP-662 at the Anacostia Naval Air Station are identified as (l. to r.) LCDR Carl Forsyth, LTJG Kenneth C. Ziegfeld, Chief Aviation Electronicsman Bennett S. Sparks and Morton G. Lessans, SR.

## 8 Reservists Commended For Perfect Attendance

Nine members of New Orleans' Organized Coast Guard Reserve Training Unit for Port Security have been commended by the Commander of the Eighth District for perfect attendance records at the unit's weekly drill meetings.

Heading the list was the unit's execu-

tive officer, LCDR A. C. Grevemberg, and Daniel J. Ory, Boatswain's Mate first class. Neither man has missed a drill since the unit was organized 19 months ago.

Others commended, all of whom are apprentice seamen, and their months of perfect attendance are: George W. Sarcefield, 18; Earl R. Sicard, 18; Clark B. Meyer, 17; James W. Bosch, 15; Patrick



E. Connelly, 15; Thomas R. Bender III, 14; and Andrew R. A. Wille, 13.

## Reserve Officers Given New Types of Training

Reserve officers have participated this summer in several new types of active duty training, thus broadening the scope of such training as well as increasing the number of persons participating.

Important among the new types is training in counter intelligence methods, which was offered this summer for the first time to officers not already on active duty.

LCDR Wayne D. Kniffin and LT Frank E. Munley trained at Fort George G. Meade with the 2d Army Counter Intelligence Corps reserve officers.

Receiving training for two weeks at the Counter Intelligence Corps Center at Fort Holabird, Maryland, were CDR J. J. Flynn, LCDR J. H. Newman, LCDR J. J. Leader, LT James F. Randle, LT James R. Dickison, LT C. F. Dixon, LTJG Jane L. Haynes, and LTJG Marie Laureman.

Fourteen Reserve Officers on inactive duty were assigned to the Naval Justice School at Newport, R. I., with the class which convened 25 August. The officers are LCDRs Edmund J. Port, Frederic G. Swink, Charles A. Sweeny, Wilbur L. Fugate, Caesar C. Guazzo, A. B. Angle, P. A. Griffith; LTs Benjamin I. Shulman, William L. Brown, Ellis C. Irwin, John J. Marchi, Richard B. McMahon; LTJG E. R. Smith; and ENS George T. Vogel.

This is the only formal training on the Uniform Code of Military Justice available during the 1953 fiscal year. Eleven officers on active duty are also attending the course.

Five supply officers in the Coast Guard Reserve are now attending the Electronic Supply Training course at the Department of the Navy Electronic Supply Office, Great Lakes, Ill. They are LT Eugene E. Krewson, LT James F. Scully, LT Carlton V. Summers, LT Michael J. Coyne, and LTJG Emmett W. Matthews.

Four SPAR officers, LTJG Evelyn M. Spurlock, LTJG Eileen M. Hennessy, ENS Sally G. Holladay and ENS Inez Edmark received on-the-job training in barracks and service school administration. They served for two weeks on the staff of the Wave Reserve Recruit School at St. Albans, Long Island, and had an opportunity to observe and practice personnel, administrative, and training methods.

## Reserve Policy Boards Now On District Level

The Commandant has authorized the establishment of District Reserve Policy Boards, patterned after the Reserve Policy Board convened annually at Headquarters.

District commanders have been directed to convene boards in the first quarter of each fiscal year.

District boards will consist of seven officers, at least four of whom will be Reserve officers. If practicable, the four Reserve officers will be chosen as follows: One member on inactive duty assigned to an organized Reserve training unit, one member on inactive duty assigned to a volunteer Reserve training unit, one member on extended active duty, and one SPAR officer in any duty status. No officer will serve on this board for longer than two consecutive years.

District boards will make recommendations concerning matters referred to it by any member thereof or by competent authority affecting generally the formulation of Reserve policies and procedures.

## Artificial Respiration Film Is Produced

A one-reel, 10-minute motion picture with artificial respiration as its subject has been produced by the Coast Guard Motion Picture Unit for training use.





**THE COMMANDANT'S CITATION** is read to ENS Charles A. Essex (R), by RADM L. W. Perkins, Commander, 14th Coast Guard District, Honolulu, for rescuing a merchant seaman who was in danger of drowning. In the background are CAPT G. C. Carlstedt, chief of staff and CDR T. K. Whitelaw, COTP.

## Ensign Dives Overboard To Rescue a Deserter

Ensign Charles A. Essex has been awarded the Coast Guard Commandant's Citation for meritorious performance of duty. He is attached to the Captain of the Port Office in Honolulu. The Commandant's Citation reads as follows:

"For meritorious performance of duty on 6 March 1952, when he went to the assistance of a man in danger of drowning in Honolulu Harbor. Ensign Essex while aboard the Greek ship *SS Nicolas G. Kulukundis* on a routine load line inspection, learned that one of the seamen had jumped overboard with the apparent intention of deserting the vessel. The man had drifted approximately fifty yards into the stream and was making attempts to call for help. Finding no

one in charge, Ensign Essex climbed to the bridge and blew a series of short blasts on the ship's whistle to attract the attention of several small craft in the harbor. Observing that the man needed immediate help, Ensign Essex removed his clothing and, taking a life ring, dove into the oil-covered water. He reached the man about mid-stream and succeeded in keeping his head above the water until a lifeboat from the *Kulukundis* reached them and hauled them aboard. Ensign Essex's initiative, courage, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

Ensign Essex is the son of Mr. and Mrs. W. S. Essex of 2108 G St., Omaha, Nebr. He and Mrs. Essex, the former Mary Ellen Paskach of Omaha, reside at 1336 Ala Moana Blvd, Honolulu.

## LCDR Wielert To Head Reserve Training at Hdqr

LCDR J. V. Wielert, USCGR, reported at Headquarters 20 August as head of the Training Section of the Reserve Division, relieving LCDR F. R. Ketcham, USCGR.

Mr. Wielert was transferred from the Port Security Base, Ellis Island, where he was operations and training officer.

Lieutenant Commander Ketcham has headed the Reserve Training Section for the past year, having served the previous year in the same section where he was responsible for a large proportion of the training guides prepared for Organized Reserve Port Security Units. He has requested release to inactive duty.

CDR Robert S. Lecky, USCG, has relieved CDR Albert F. Wayne, USCG, Director of Reserve in the 12th District. Commander Wayne's new assignment is as Commanding Officer of the *USCGC Coos Bay*, based at Portland, Maine. Commander Lecky has just completed a tour of duty as Commanding Officer of the *USCGC Escanaba*, based at Alameda.

## Special Study Course For Volunteer Units

The Commandant has recommended that at least one and, if possible, three reservists in each Volunteer Reserve Training Unit be ordered to a Naval Reserve Instructor Training School for 2 weeks' duty for training, during the first quarter of fiscal 1953.

The course is recommended for all officers and petty officers in the Coast Guard Reserve, and especially for those assigned to reserve training billets.

The Naval Instructor Training Courses are given at the following BuPers schools:

Naval Receiving Station, Norfolk, Va., Naval Training Center, San Diego, Calif., and Naval Training Center, Great Lakes, Ill.

## CG Reservist Honored By National ROA Body

An honor accorded the Coast Guard for the first time was conferred in the election of LCDR Walter K. Handy, USCGR, as Reserve Officers' Association national vice president for Navy, when that organization held recently its annual convention in Houston, Tex.

LCDR Handy was first elected to national office in the ROA last year when he was made junior vice president for Navy. He is president of the Washington, D. C., Coast Guard chapter of ROA and is executive officer of the Washington Organized Reserve Training Unit, Port Security, one of the earliest and most vigorous of the Coast Guard Organized Reserve Training Units.

Coast Guard Headquarters was represented at the Houston convention by RADM James A. Hirshfield, chief, office of personnel; CAPT J. L. Steinmetz, chief of the Reserve Division; CAPT Leon H. Morine, chief of Public Information; CDR Gilbert L. Lynch; LCDR Anthony J. Callendo; LCDR J. L. Nicholson III; and LTJG Carl F. Krogmann. LCDR Callendo is ROA vice president for Navy in the District of Columbia.

The Eighth Coast Guard District was represented at the convention by CAPT Frank A. Leamy, district commander.

## 2,342 Apply for Academy Exams; 1598 Authorized

Applicants for the 1956 class of the Coast Guard Academy totaled 2,342 with 1,598 of these authorized to take the competitive examinations, it has been announced by the Commandant.

Of those authorized to take the exams some 1,415 completed them, from them an eligibility list of 487 was obtained. From this number, 225 have been appointed to complete the 1956 class.

From the enlisted personnel of the service, there were 116 applicants and 87 were authorized to take the exams. Fourteen passed satisfactorily.

## Service Deaths

ASHENDEN, Frank Albert, SN (SK), 11 July, Polio.

HARRIS, Stark (n) BM1 (L), 24 June Natural, Ret.

HAMEL, Frederic Charles, Jr., ETC, 16 July, Leukemia.

THORPE, Claude Duval, Jr. (3250), Lieut., 12 July, Ret.

MAGEE, Alden Louis, RMC, 18 July, Coronary Thrombosis.

LARSSON, Martin, Lieut., 16 July, Natural, Ret.

PARKER, Henry Thomas Surfman-L. S. S., 12 June, Natural.

TAYLOR, Avery, Jr., SN, 18 July, Automobile accident.

WILLIS, Linas W. DDC, 18 July, Automobile accident.

COUTURE, Roland E. HM2 (P), 19 July, Motorcycle accident.

MASON, Milton C. Lieut., 18 July, Natural, Ret.

DICKERSON, Hubert Benjamin, LCDR, 21 July, Natural, Ret.

DAVIS, Jessie Elston, MM1, 19 July, Natural, Ret.

MESSER, Charles W. (LTJG), 22 July, Natural, Ret.

TILLETTE, Avery Leroy, QMC, 23 July, Natural, Ret.

SANDERS, Vernon Clark, 2 August, Auto accident.

DARROW, Robert Overton, Surfman, 3 August, Natural, Ret.

DELIMATER, Albert George, 29 June, Natural, Ret.

THREADGILL, Elbert, Machinist, 9 January, Lost at sea, Ret.

BOULEY, Joseph Oslas, Keeper, Former LHS, 4 August, Natural, Ret.

HEADLEY, George Calvin, Surfman, 26 July, Natural, Ret.

GILSON, Lorenzo James, 28 July, Leukemia.

LARSEN, Gustav, CBM, 25 July, Natural, Ret.

INGRAM, Peter Hoyle, 19 July, Natural, Ret.

## Doesn't Believe It's So!

*The following is a communication recently received by the editor of the Bulletin:*

The May BULLETIN's announcement (p. 190) that "formation of the first Coast Guard Auxiliary aviation squadron in any CG District was made in the Second District in March 1952," temporarily grounded Air Auxiliaries from the Eleventh District recently. But they flew back into action and are anxious to land some points regarding the facts in the case of the Auxiliary's first air flotilla.

The Eleventh District has had Auxiliary Air Flotilla A-11 actively in operation since June 1946, and as far back as 1942 was thinking about organizing such an air group.

Thus, the first air flotilla set up in any Coast Guard district was organized over 7 years ago in the Eleventh District under the direction of CAPT John L. Steinmetz, who was then director of Auxiliary for the district, and W. H. Coffin, civilian airman, the flotilla's first commander.

Now headed by Kenneth F. Brown, the flotilla has a membership of 39, and boasts a fleet of 41 aircraft ranging in size from DC-3's to Piper Cubs.

Since its formation, the Eleventh District's Air Flotilla has proved a valuable asset to the Regular Coast Guard as well as the Auxiliary. On many Southern California air searches for missing planes and boats Auxiliary aviators worked directly with the Coast Guard Air Station at San Diego. They have also helped in air searches with local police and civil aeronautics authorities.

In the 12th District a CG helicopter recently deposited a ditched airman from the NAS, Oakland, back onto the air station within twelve minutes after the time of the ditching.

The Coast Guard motto, "Semper Paratus," means, "always ready"—you will find the Auxiliary always ready, willing and able to serve.

## ***Historical Supplement . . .***

(Reprints from "THEY HAVE TO GO OUT")

### **Aids to Navigation 1939-46**

The duty of establishing and maintaining aids to navigation now became one of the principal duties of the Coast Guard. For many years there had been a continuing demand for new establishments due, in major part, to the improvement and extension of navigable channels by the Corps of Engineers, U. S. Army, and in part, to the constantly increasing activity in navigation of small craft requiring aids for their protection in waters hitherto not marked.

During the fiscal year 1940, therefore, 1,581 new aids were established by the Coast Guard and 767 aids were discontinued, leaving a net increase of 814 aids, bringing the total close to 30,420. By June 30, 1946, this had been increased to 36,879.

### **U. S. Maritime Service 1938-1941**

The Coast Guard's function of maritime safety had thus scarcely been emphasized with this addition to the two formerly paramount functions of law enforcement and military readiness, when the tocsins of war began to be sounded in Europe, with the invasion of Poland by Germany on 1 September 1939.

Ever since its latest reorganization in 1933, the Coast Guard had been giving constant attention to preparedness for war. Improvements in armament and fire control equipment of its vessels were effected. A carefully planned system of small arms training for personnel including gunnery exercise on vessels, and participation in Army and Navy maneuvers, added to the Service's preparation.

The U. S. Maritime Service, a training service established by the Maritime Commission under the Merchant Marine Act of 1936, and continuously administered by the Coast Guard for that commission since that date, continued its training of Merchant Marine personnel.

Later, on February 28, 1952, this service was transferred to the Coast Guard, by that time serving as part of the Navy, but remained there only six months before being transferred back to the War Shipping Administration on 11 July 1942. From 1 October 1938 to 1 November 1941, however, while being administered by the Coast Guard under the Treasury, its enrollees had grown from 106 to 10,742 or 21 percent of the personnel of all American merchant vessels of 1,000 gross tons or over.

The training of these merchant officers and men by the Coast Guard was not only to fill the needs of the emergency, but had a long time objective of preventing disasters at sea by providing more trained and efficient personnel for our merchant ships. It was the first time, moreover, that the Federal Government had ever embarked upon such a systematic program.

### **Coast Guard Reserve (Auxiliary) 1939**

In order to further increase safety at sea, Congress created the Coast Guard Reserve on June 23, 1939. This was a voluntary nonmilitary organization designed to train and instruct those using the high seas and navigable waters of the United States and to secure the cooperation of yachtsmen and other small boat owners in the observance of the laws and adoption of safety devices on their boats.

Yachtsmen and small boat owners became enthusiastic reservists and their boats later became available as coastal pickets, when in 1942 and 1943, the German and Italian submarines began to prey on coastal shipping along the Atlantic and Gulf Coasts.

### Neutrality Patrol 1939-1940

On September 5, 1939, the President proclaimed the neutrality of the United States in the war which had broken out in Europe and pursuant to Executive Order of that date the Coast Guard assumed a wide field of responsibility in the prevention of unneutral acts by merchant vessels, either of the United States or of other neutral countries, and against the committing of belligerent action by merchant vessels of warring nations while within the waters of the United States.

A systematic and extensive patrol by aircraft, vessels and coast stations was carried out all along the coasts of the United States. To prevent unneutral communications the radio apparatus aboard merchant vessels of belligerent nations was inspected and sealed while the vessels were within United States territorial waters.

Defensively armed merchant vessels were inspected to insure that they were not operating as auxiliary merchant cruisers or commerce raiders and basing in U. S. ports in violation of the neutrality law. In maintaining a strict surveillance, merchant vessels were sighted and identified at sea or in ports of the United States.

### Weather Patrol 1940-41

In 1940, the Coast Guard, in cooperation with the Weather Observation Service, began to use its newly modernized cutters, now capable of extended cruises, to establish an Atlantic Weather Observation Service.

The cutters took turns patrolling certain weather stations, which were areas about 10 miles square, between Bermuda and the Azores, usually for 30-day periods and their daily reports were designed primarily for protection of the rapidly increasing trans-Atlantic air commerce.

The Bulletin is published each month by the Public Information Division, United States Coast Guard Headquarters. Its purpose is to disseminate general information to the Service and service-connected activities. Wide circulation is desirable, but due to the limited number of copies available, distribution is necessarily restricted.

**PLEASE PASS THIS COPY ALONG WHEN YOU  
HAVE FINISHED WITH IT**

Republication of articles herein is authorized,  
providing proper credit is given.

"**U**SE MARCHING FIRE—and *follow me!*" Shouting this command, Lieutenant Carl Dodd struck out in advance of his platoon to lead the assault on Hill 256, near Subuk, Korea. During the fierce in-fighting that followed, he constantly inspired his men by his personal disregard of death. Once, alone, he wiped out a machine gun nest; another time, a mortar. After two furious days, Dodd's outnumbered, but spirited, force had won the vital hill.

"You were helping, too," says Lieutenant Dodd. "You and the millions of other citizens who have bought Bonds. For your Bonds, *which keep America strong*, were behind the productive power that gave us the weapons we used.

"I hope you'll go on buying Bonds—always. Because your Bonds—and our bayonets—make an unbeatable combination for keeping safe the land that we all love!"

★ ★ ★

**Now E Bonds earn more!** 1) All Series E Bonds bought after May 1, 1952 average 3% interest, compounded semi-annually! Interest now starts after 6 months and is higher in the early years. 2) *All maturing E Bonds* automatically go on earning *after maturity*—and at the new higher interest! Today, start investing in better-paying Series E Bonds through the Payroll Savings Plan!



First Lieutenant  
Carl H. Dodd  
Medal of Honor



Peace is for the strong! For peace and prosperity  
save with U.S. Defense Bonds!



*The U.S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers of America.*

Public Library  
Detroit, Mich.  
General Information

OCT 31 1952



